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OFFICERS AND BOARD OF DIRECTORS

President

Ed Clowser
540-992-1499
president@brr-pca.org

Vice President

Jerry Hampton
434-237-9427
vicepresident@brr-pca.org

Secretary

Mick Michelsen
540-981-0356
chathamms@aol.com

Treasurer

Eddie Fort
540-721-3678
treasurer@brr-pca.org

Membership

Pat Clowser
540-992-1499
membership@brr-pca.org

Social

Gary Templeton
434-525-2973
social@brr-pca.org

Drivers Education

Harry Hall
540-982-3726
driversed@brr-pca.org

Safety

Bill Driskell
540-745-4749
safety@brr-pca.org

Business Manager

Jerry Hampton
434-237-9427
business@brr-pca.org

Past President

Dick Hatch
540-989-0949
LDH912@aol.com

Historian

Your name here
Your phone number here
historian@brr-pca.org

Editor

Dave Hogan
434-525-3458
BReditor@verizon.net

Past Past President

Gary Bell
540-721-2914
P951aml@aol.com
pca.org

Web Master

Dave Hogan
434-525-3458
webmaster@brr-

Address Changes: Dick Hatch 540-989-0949 LDH912@aol.com

Zone 2 Rep: Jim Becker 570-629-5568 jimmar@ptd.net

NPCA Membership: Carolyn Ewbank 805-496-5213

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excerpted from www.porsche.com/usa



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Bill Driskell

CONTENTS & INFORMATION

Blau Rain*

BLUE RIDGE REGION PORSCHE CLUB OF AMERICA

Blau Rain is the official monthly newsletter of the Blue Ridge Region, Porsche Club of America; available only by subscription to BRR members as a portion of the annual PCA dues. For subscriptions for non-BRR PCA members, contact the Editor.

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Communications regarding articles, photos, and other material for Blau Rain should be sent to the Editor. **Deadline:** the 18th of the month preceding publication.

Editor: Dave Hogan
 169 Ellen Drive
 Evington, VA 24550
BReditor@verizon.net

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Clip art from PCA. Uncredited photos by the editor.

century
 German translation meaning
 Blue Ridge.

Board meetings are held the second Tuesday of each month at 7:30 P.M. at the Transportation Museum in Roanoke, and are open to the general membership. Please join us.

Cover: BRR members' cars parked at Barboursville Vineyard. Note the grape vines and mountains in the background.

Newt's News

Five BRR track enthusiasts attended a DE event over the Memorial Day weekend at the Shenandoah Track in preparation for the Blue Ridge Club's annual Drivers Education event, which will be held on 7/15 & 16 on the same track at Summit Point. Hopefully, everyone has completed an application and returned it with your check. This is a great track to learn a little more about the limits of your car and increase your driving skills without getting a ticket. The speeds are low on this track and you will have an Instructor in your car. You will also be able to experience the thrill of riding with an Instructor at speed. We'll take any make of car, you don't have to be a PCA member and all you need is a helmet, so again, please tell your friends about this opportunity. You can obtain a copy of the application from our web site if you did not receive one with your Blau Rain. There are also several good eating places around Winchester too, so the track is not the only benefit.

Please watch the calendar for monthly socials. The next event is Sunday June 4 at the New London Airport. Bring a picnic and enjoy the fellowship. This is your opportunity to meet other members and be a part of your club.

We still are in need of a Webmaster. If you have any interest in maintaining the BRR Wed site, please contact me. As you'll know, this is the way people find out information these days. We need you immediately.

Drive the corners,

Ed Clowser, Jr.
President

SURVIVORS GAME

JULY 29 – Join us for the Martins version of "Survivors" Game. This event will be hosted by the Martins and the Sowers. More details will follow in the July Blau Rain, but mark this fun date on your calendar now. There will be a pot luck dinner for all survivors.

Tech Tip

Use the PCA web site to ask and research technical questions about your car. Model specific questions and answers are emailed to you.



MARKT



One pair of original Forged Club Sport wheels (16" x 7") with Kuhmo Ecsta's 225/45 x 16 (75%). Wheels have curb rash but are great for track use. They are \$400 each refinished but you can have all of them for \$400 obo. Contact Eddie at 540-721-3678 between 6 – 9 PM or eddiefort@gmail.com.

-- **1987 911 Race Car**, '95 3.6 engine with TPC factory installed Supercharger. Welded cage, brakes & suspension upgrades. GT Racing RSR kit, G-50 trans. Fuel Cell, Headers, SS Brake lines, & Fiske FM/10 Wheels. Great DE Car with low miles on engine. Used only twice since supercharger installed. Ready to GO ! \$ 24,975. Call Ed Cincotta 908 705-2652 for more details, or email eacheckeredflag@aol.com.

-- 1974 Porsche 914 2.0L, Chartreuse/tan, 100,250 original miles. Excellent original condition. Non-working A/C, Stainless heat exchangers, & almost new Bridgestones. Drives extremely well. \$8,500. Call Jeff Wendell 540-982-8218 or 540-353 2536 (cell).

-- 1988 911 Cab. Turbo look body. Fresh engine, black paint, new top, 8 & 9X16" BBS wheels. 90k on odometer. \$27k. Bill Driskell, 540-745-4749.

-- 1987 Porsche 944. White/tan, 5-speed, Boxster wheels (7&8X17), MSDS Stage 1 kit, Colgan bra, orig. Blaupunkt, turbo valance, records. Great shape. \$5,400 OBO. Chris Morganheira 215-431-2968 or lukebusier@yahoo.com.

-- OEM 996 Turbo Wheels, Rear. 11 x 18, ET 45 (996 362 142 10). Blimish free with half used Michelin Pilots mounted. \$550 plus shipping, OBO. Dave Moore, 304-549-4523 (Charleston, WV), or email david.moore@wvds.net.

-- Wanted: Two 16 X 6 Fuchs wheels. Round & not bent. Previously run on winning Porsches at LeMans, Daytona, or Franklin County Speedway a plus, but not required. Mick Michelsen, 540-981-0356, or chathamms@aol.com.

EXHAUST NOTES

The Barboursville Vineyard Tour & lunch was a success despite cloudy skies and afternoon rain. While we previously had fun harassing Harry about his off track parking at VIR, the fates took care of instigator Eddie Fort on the way to Barboursville. Harry may have been embarrassed, but Eddie's incident could be described as expensive. It seems like poetic justice Eddie got stuck between a "rock" and a hard place. Read the details in the event report in this issue.

This is my fourth issue of BR. I am fortunate there have been two humorous incidents to make us laugh. Harry and Eddie have laughed along with us. I believe laughing at ourselves acknowledges our human side. While Eddie's incident was costly, Harry's was only embarrassing. However both were dangerous so along with my laugh, I gave thanks no one was injured. My goal is to have a humorous item each month. Like everyone else I hope the laughter is not at my expense, but if it is I will print the details and laugh along with you.

There were no correct answers for the unidentified man question in last month's issue. He is Jim Walker, owner of Porsche of Roanoke. The picture is from his high school yearbook of which I have a copy since I graduated with him. And no, I will not tell you the year. Thank you to those who sent guesses.

As with most PCA newsletters there is difficulty finding useful tech articles. Most Porsches are now serviceable only by trained technicians with costly equipment. If you have ideas what you would like to have as a tech article, contact me. Also if you see an article in another publication or from another source, I will get permission to reprint it.

Dave

Porsche introduces the new Cayman

The last thrill to come out of the Porsche stables was the Cayman S. The next one will share the same sinfully curved body, mid-engine design and independent spirit. The release of the new Cayman later this year makes a drive few could imagine, even more within reach. View inspiring footage, explore detailed specs and compare the Cayman to the Cayman S.

From www.porsche.com/usa

CALENDAR OF EVENTS 2006

(Blue Ridge Region PCA Official Events in *italics*)

- June 4 (Sun) *Annual Aircraft & Car Show at New London Airport (10:30). Parade of Porsches & other vehicles at noon. Aircraft rides and lunches available for purchase (12:30), or bring your own picnic.*
- June 9 *Historic Sports Car Races at VIR*
- Jul 3-4 *Star City Motor Madness*
 Jul 15-16 *BRR-PCA Driver's Ed Event at the Shenandoah Circuit at Summit Point, WV. Our first time at this new course.*
 Jul 16 *Pittsburg Vintage Grand Prix*
 Jul 29 (Sat) *"Survivors Game" hosted by the Martins & Sowers. Pot luck dinner follows for survivors.*
- August 8 *Historic Sports Car Races at VIR*
 August 17-20 *356 Registry East Coast Holiday, Mystic, CN*
- Sep 17 (Sun) *Bike Rides and other activities at Abingdon, VA*
- Oct 6 *Grand Am Races at VIR*
 Oct 14-15 *Octoberfest! Mountain Lake, VA. German food, beer, music, and dancing.*
- Nov 11 (Sat) *Election Lunch, Peaks of Otter Restaurant, Blue Ridge Parkway.*
- Dec 9 (Sat) *Holiday Dinner & Charity Auction. Corn Beef & Co. in beautiful downtown Roanoke.*

BRR – PCA Drivers Education Event at Summit Point

JULY 15 -16 – is the BRR-PCA Driver's Ed Event at Summit Point, WV (near Winchester, VA) on the Shenandoah Circuit. This is our first time on this new course. For those of you new to these events, drivers are assigned an instructor, who rides in your vehicle with you while you are on the track for one-on-one instruction. They will help you learn how to DRIVE your Porsche. This is not racing; you will not be allowed to pass other cars without permission. Student and instructor applications are available on the BRR web site.



BRR members rest a while during the Driver's Ed event at VIR.
Photo: Jim Michaels



BRR member Kevin Midkiff and his wife joined us for the Barboursville Vineyard tour. Kevin's Porsche is in the foreground with the mansion ruins visible in the background.

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After lunch the skies lightened a bit and they were allowed to do lapping sessions with their instructors. At first they just familiarized themselves with the track and where the puddles were etc. Then they started to learn “the line” and where the braking points were given the track conditions. The instructors did a good job of keeping the students spaced out so they could concentrate on their driving. Eventually, some students started catching up to their peers and they introduced the proper passing techniques. Evan was a little disappointed he was passed until I reminded him there will always be someone faster (in this case the student was in a new C4S) and it is not a race but an opportunity to become a better driver. Later on in the day he executed his first pass and I could see the grin on his face as he drove by pit out even with his full face helmet on!

At the end of the day he was tired, soaked and ecstatic all at the same time. We talked about the handling characteristics of the car and I could tell by his comments and feedback he had started to become familiar with his ride.

“Dad, when can we go again?”
 “How about our event in July?” I said.
 “Cool.”

Eddie Fort

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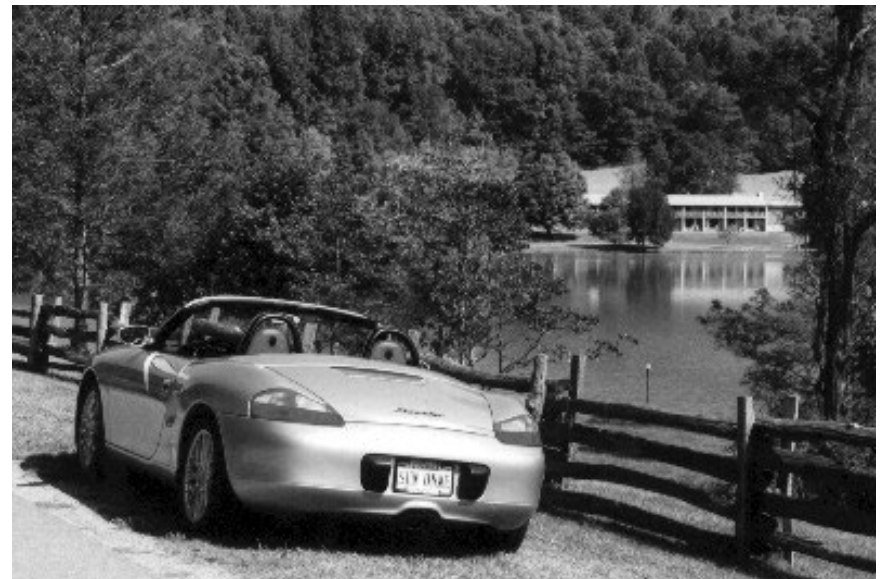
BLUE RIDGE REGION BOARD MEETING

Board minutes will return next month. The newsletter print date is being moved to the first week of the month. Beginning next month, the board meeting minutes will return with minutes of the June meeting.

VISIT THE WEB SITE— www.brr-pca.org



Who is that helmeted man? What is he doing and why is he doing it? Find out which BRR member is still young enough to do that, and the rest of the details, in next month's Blau Rain.



By the lake at Peaks of Otter.

Mid-Ohio AMLS

The Mid-Ohio stop on the American Le Mans circuit provided Porsche fans an exciting race and Porsche win in DP and GT2. The two Penske Motorsports Porsche RS Spyder entries finished one-two, and the Flying Lizard Porsche GT3 RSR won the GT2 class. The #7 Spyder started the race from the rear due to a weight violation. Timo Bernhard and Romain Dumas fought back from the bad starting position to give Porsche its first American Le Mans series win and the LMP2 class win. The #6 Spyder driven by Sascha Maassen and Lucas Luhr led much of the race and finished second. Another first for Porsche as this was the first time LMP2 cars have finished one-two in the ALMS. Mid-Ohio is also the site of Porsche's only Indy car win in 1989. The third place car was the LMP1 Audi driven by Rinaldo Capello and Alan McNish.

The Flying Lizard Porsche GT2 car won its first 2006 race and remained at the top of the points standings. Johannes van Overbeek and Wolf Henzler overcame an early spin and had good racing luck as the leading Panoz got caught in the pits after a yellow flag flew.

The next event is July 1 at Lime Rock Park.

Six Hours of The Glen

Watkins Glen hosted Grand American Road Racing Saturday, June 3, 2006. Jorg Bergmeister moved back into the points lead in the Daytona Prototype with a victory driving with Boris Said in the Six Hours of The Glen. Alex Gurney made his final pit stop with 21 laps remaining in the #99 Pontiac Riley. Bergmeister took the lead in the #76 Krohn Racing Ford Riley. He kept the lead through two late cautions, pulling away on both restarts, to win the race.

The #39 Crown Royal Special Reserve Porsche Crawford drivers Christian Fittipaldi and Hoover Orsi led 26 laps. Fittipaldi got the lead when Angelelli made his first stop. Orsi made his Rolex Series debut and got the lead on lap 59. Rockenfeller led two laps in the #23 Ruby Tuesday Car. With about 50 minutes left in the 6-hour race the two Porsche powered card tried to occupy the same space. Both went off track and out of contention.

His First Time

Evan was ready to take the next step by attending his first DE, but there were a couple of things we needed to do first. He needed to learn to drive a manual with the patience of a saint and his first state, but since the 944 back and forth in the neighborhood first. He was able to pick up the basics pretty quick but understanding when and how to start down the car well as the first gear takeoff were presenting some challenges. As you know, when you understand shifting should be second nature as shift as well as things to concentrate on. Presently, he became more comfortable with his skills on track, shifting should be second nature as you have other things to concentrate on. Eventually he became more comfortable with his skills. A fellow PCA member from the Potomac Region mentioned their club, which is much larger than ours, has a driving clinic as the same time actually attending a regular DE. We signed Evan up and mentioned the time came drove up to Summit Point for "his event" in for a match, the weather gods decided to give us a DE as it was an afternoon downpour most of the day. In sum normal circumstances this would be a challenging enough as your first track event but add in the fact that he had removed the door windows on the car (to save weight) and this would be a real concern for his safety. Fortunately I had the fact that this on the car so his traction would be further compromised. you can understand my concerns for his safety. Fortunately, I had put the Petes on the up a good job of running the event. They divided the participants into groups of 8 and alternated between classroom instruction and on track exercises in the morning. The rain was coming down so had three groups on one and placed on the track where there were bugs and dirt. Fortunately most of the morning exercises were done in second gear occasionally third gear. All the students spun their cars in these low speed exercises as they learned about braking, weight transfer and the traction circle, but none of the spins resulted in going off track. They were even able to go on the skid pad at Summit Point where they practiced throttle control.

After each track session I would ask Evan how it went and even though he was soaked he still had a huge grin on his face. Clearly he was learning a lot and having a great time in the process. His only complaint was that they did not go very fast.



This transporter with the car inside resembles a model car in a box. I wonder what scale I can afford. I believe this 1:1 example may be too large and expensive for my display case. Maybe Santa will bring me one for Christmas. Of course I hope he leaves it in the garage and does not drop it down the chimney.



Evan on the move at VIR.

Photo: Eddie Fort

Barboursville Vineyard and Luncheon.

The Barboursville Vineyard tour and lunch was a fun event. In spite of the long drive for the Roanoke area members, they were well represented. Lynchburg area members joined them at Colleen. We had planned to take the back roads to the vineyard, but due to delays, we had to take the faster route north on US29. I have heard many excuses for being late, but the one we heard from the Roanoke group was a little farfetched. It is a good thing it was not a “I did not do my homework because.....” excuse.

While I socialized with the other Lynchburgers at Colleen I noticed the Roanoke group was late. After waiting a while longer, a phone call was made. The Roanoke group was about 10 minutes away and using the excuse of a flat tire. Very original I thought. After a delay exceeding 30 minutes, the Roanokers arrived. Here is where it gets interesting. It seems there was this flying squirrel (I am starting to disbelieve already) and a driver swerving to avoid said critter. I immediately envisioned Rocket J. Squirrel of Rocky and Bullwinkle fame. The fact Rocket J. Squirrel is nicknamed Rocky proved prophetic. Then there was this Boxster sporting not one, but two spare tires. Here are the facts as told to us. A somewhat confused squirrel tried to cross the road. Upon seeing the approaching line of high speed Porsches, the confused squirrel, Rocky, flew through the air in a successful escape attempt. Further back in the swift line of Porsches, a driver mistook the flying squirrel for a somewhat more substantial object. Deftly turning the steering wheel to avoid the UFO, one driver did avoid striking the poor flying squirrel but found another “Rock”y sitting innocently on the shoulder of the road. In order to get revenge for being disturbed, this “Rock”y jumped under the passenger side tires. The result was two flat tires, one obviously damaged wheel, and one likely damaged wheel, thus proving it is very expensive to not let sleeping rocks lie. So the old proverb of what goes around comes around was again proved correct. The next time someone takes pictures of Harry’s car, the same will happen to you. Right, Eddie?

We continued north on US29 then northeast to Barboursville. With Eddie’s car slowed by the two spare tires, this became the slowest BRR trip I have made. Somehow having a line of Porsches passed by a Hyundai was embarrassing. Thanks again, Eddie. After leaving US29 and turning toward Barboursville the scenery became more rural. A two lane road over the rolling hills made the drive interesting and enjoyable. After arriv-

explained the history of the vineyard including the success and failures of various grape varieties. During our guide's narration, we could look out over the vineyard and see the ruins of the original mansion, of Thomas Jefferson design, standing among huge trees and tall shrubbery. The tour of the winery was interesting too. The barrels of wine resembled beer kegs, someone was heard to say. Our guide explained the different types of wine while we looked at the various equipment used in the wine making process. After our guide finished the tour, there was wine available for tasting, and the store had an excellent selection of wines to take home.

While some went to Palladio for lunch, I visited the mansion ruins. Lunch was said to have been excellent, though a bit pricey. Most agreed it meet expectations. The mansion ruins are historical and the design typically Jefferson. I was surprised to discover how much Poplar Forest, Jefferson's summer home, resembled this old mansion. I took several pictures for my "forgotten houses" collection. As I started my return to Lynchburg, it began to rain. My wife went inside the restaurant to inform the others they should cover the open cars. Although we all returned home in a steady rain the event was enjoyed. Perfect weather is not required to enjoy a BRR event. It is always fun to gather with our cars and friends. Please join us at a future event.



Construction nears completion at the new Hammersley Auto Group Porsche dealership in Roanoke.

Tech - Neat

We all know the complexities of newer cars. Since 1996 engine computers have used OBD II as the standard on US cars. There are many OBD II code readers, from those which give just the fault code to those which give the fault description with the code. Dealers and independent mechanics typically use far more expensive equipment to check engine and other parameters. Keith Martin gave an excellent OBD II instruction session at his facility earlier this year. Recently fault code readers have expanded to hand-helds (Palm), and now Windows notebook computers. One manufacturer of Windows based OBD II and the new CAN protocols is Auterra (by 2008 CAN will replace OBD II). Available in serial or USB communications mode, the package comes with a software disk, interface, and OBD II cable. Product descriptions, specifications, and prices are at www.auterraweb.com where there is a demo download. There are similar packages available from other manufacturers.

I have Auterra Dyno-Scan on my HP notebook. I have used it on several American cars as well as my Boxster. I am a shade tree mechanic, and I recommend Dyno-Scan. I especially like the oxygen sensor monitor in real time. All four sensors are simultaneously monitored. I connect the notebook computer to the OBD II connector under the dash, put the notebook on the passenger floorboard, and drive. I can then stop in a safe place and look at a graph of the oxygen sensors voltage. Depending on the car, many engine parameters can be monitored in real time. The screens can be printed and the data can be saved. There is a dyno mode also (I have not used this feature). If you decide to purchase the Auterra package, be sure to purchase the correct package for your needs.

Below is information from the Auterra web site.

Country Where You Live	Fully Supported Years
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United States (Heavy-Duty vehicles with GVRW exceeding 14000 pounds)	1996 and newer
Canada (gas)	1998 and newer

The "Fully Supported Years" column means 100% of the vehicles sold in that country conform to OBD II or EOBD starting in the year listed.